



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

CALIFORNIA DIVISION

980 Ninth Street, Suite 400

Sacramento, CA. 95814-2724

October 30, 2001

IN REPLY REFER TO

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Mr. Jeff Morales, Director
California Department of Transportation
1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
For Greg Wong

Dear Mr. Morales:

SUBJECT: SJCOG 2000/01 FTIP Amendment Nos. 13 and 14

We have completed our review of the San Joaquin Council of Governments (SJCOG) Amendment Nos. 13 and 14 to its 2000/01 Federal Transportation Improvement Program (FTIP) submitted by your letter dated September 17, 2001. Amendment No. 14 was adopted by SJCOG on June 28, 2001, and was originally numbered as Amendment 11. The SJCOG Policy Board adopted Amendment No. 13 on August 23, 2001.

We accept these SJCOG amendments in accordance with 23 CFR 450 and find that the amendments were developed based on a continuing, cooperative, comprehensive transportation planning process in accordance with 23 USC 134 and Section 5303 of the Federal Transit Act (49 USC 53). The changes made to the program by these amendments are exempt from the requirement that a conformity determination be performed. Therefore, we find this FTIP to conform to the applicable State Implementation Plan (SIP).

This finding has been coordinated with the regional office of the Environmental Protection Agency (EPA) and the Region Nine office of the Federal Transit Administration (FTA) in accordance with the procedures outlined on the Memorandum of Understanding, dated March 8, 1996, on single mode FTIP amendments.

This letter also constitutes approval and inclusion of SJCOG's FTIP Amendment Nos. 13 and 14 into California's 2000/01 Federal Statewide Transportation Improvement Program (FSTIP).

Our review of the amendments indicated that the project data for the proposed program modifications have not been entered into the California Transportation Improvement Program System (CTIPS) database. Our approval of the State's FY 2000/01 to 2002/03 FSTIP on October 6, 2000, noted the importance of the California Department of Transportation (Department) continuing to work with the transportation planning agencies to ensure that CTIPS reflect complete and accurate data on programmed projects. We continue to believe that CTIPS,

when used properly, offers a practical and effective programming tool for streamlining the programming process and enhancing the development and dissemination of program information. We recognize that unusual circumstances may occasionally arise that prohibit the entry of program data into the CTIPS database prior to the FSTIP modification request, however, we would expect the processing of amendments under these circumstances to be the exception rather than the rule. We encourage you to share our concerns regarding the lack of project information in CTIPS for these FSTIP amendments with the SJCOG. To minimize delays in the FSTIP Amendment approval process in those instances where the project data has not been entered into CTIPS, we encourage both the Department and the responsible regional planning agency to describe, in the request for the approval of the amendment, the circumstances that have prohibited the project data entry into the CTIPS database.

Sincerely,

/s/ K. Sue Kiser

For

Michael G. Ritchie

Division Administrator

cc:

SJCOG FTIP Binder w/ Caltrans Ltr

FSTIP Binder

FTA, Jerome Wiggins

FHWA-CA, Bill Haas

EPA, Karina O'Connor

SJCOG

Caltrans:

Federal Resource, Dick Petrie

Office of Local Programs, Terry Abbott

Transportation Programming, Rambabu Bavirisetty (Fax: 916-498-2738)